



STATE OF MICHIGAN

DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

KIRK STUEDLE
DIRECTOR

December 5, 2006

Mr. John D. Niemela
Director
County Road Association of Michigan
P.O. Box 12067
Lansing, Michigan 48901-2067

Mr. Joseph A. Fivas
Transportation Environmental Affairs
Michigan Municipal League
320 N. Washington Sq., Ste. 110
Lansing, Michigan 48933-1288

Dear Mr. Niemela and Mr. Fivas:

Safe, Accountable, Flexible, Efficient Transportation Equity Act:
A Legacy for Users (SAFETEA-LU):
High Risk Rural Roads

The Michigan Department of Transportation (MDOT) is pleased to announce that we are soliciting new candidate project applications for the fiscal year 2007 High Risk Rural Road (HRRR) program. Federal funds for the HRRR Program derive from SAFETEA-LU. The 2007 budget for this program is estimated to be \$2,620,000. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

SAFETEA-LU defines a HRRR as: 1) any roadway functionally classified as rural major or minor collector or a rural local road that the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway, or 2) any roadway functionally classified as rural major or minor collector or a rural local road that will likely have increases in traffic volumes that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

MDOT has used the following data to determine the required statewide, average accident rate:

| | |
|--------|--|
| 76,187 | Total miles of roadway functionally classified as rural major or minor collector or rural local road |
| 11,517 | Total number of crashes resulting in fatalities or incapacitating injuries, located on roadway classified as described above, for the time period, 2001 – 2005 |
| 0.15 | Statewide average frequency of such accidents per mile of such roadway over a 5 year time period |

Mr. John D. Niemela and Mr. Joseph A. Fivas

Page 2

December 5, 2006

This data leads to the following calculation of a crash frequency that exceeds the statewide, average accident rate, at a minimum: within the most recent 5 year time period of available crash data, at least one crash resulting in fatalities (K) or incapacitating (A) injuries, has occurred within a segment of eligible roadway no longer than 6.67 miles (1/0.15). Proposed projects with a higher crash concentrations of K and/or A crashes may have a higher priority than other projects.

The 2007 eligibility requirements for roadways in the HRRR program are:

1. The roadway is functionally classified as rural major or minor collector or rural local road.
2. Within the most recent 5 year time period of available crash data at least 1 intersection crash has occurred resulting in fatalities or incapacitating injuries; or 1 such serious crash has occurred within a 5-mile long segment of such roadway. UD-10's from the most recent 5year period of time must be included with the project's application.
3. Federal funds will be capped at \$500,000.00.

Other requirements:

1. The proposed projects will need to be developed and obligated on or before August 31, 2007. Please note that final plans, specifications, and estimate must be given to MDOT by this date, as well as any required clearances such as ROW, permits, environmental, etc.
2. The proposed projects will need to demonstrate a direct correlation to correct an area related to the fatal or incapacitating crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes, and are subject to approval by MDOT.

This program will be managed as follows for fiscal year 2007:

1. The construction phase only is eligible for federal aid. Federal funds will be capped at \$500,000.00 per project. Right of way, design and construction engineering are not eligible for these funds. Projects are federally funded at 90 percent, with a 10 percent local match, or funded with 100 percent federal funds for projects consisting entirely of traffic control signalization, safety, pavement marking, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems.

December 5, 2006

2. Projects may be let through MDOT, or via local force account according to Local Agency Programs force account guidelines.
3. Eligible projects must meet current standards and warrants. All improvements must address the probable cause of the crash(es) in the project area. The proposed project limits must also address concerns in the area of the crash. Proposed work outside the vicinity of the crashes will be reviewed to ensure the HRRR funds are spent according to the intent of SAFETEA-LU. Possible low cost projects can be found at www.atssa.com/galleries/default-file/LowCostLocalRoads.pdf, and on the enclosed document.
4. All project candidates should be postmarked no later than Friday, January 19, 2007. Projects postmarked after January 19, 2007 may be considered for funding based on the strength of the submitted project and the availability of funds. Projects are reviewed and approved by committee and selected based on criteria which includes:
 - a. Crash history with UD-10's for all crashes for the area within the most current 5 year period with available data.
 - b. Accident analysis to determine the proposed projects scope
 - c. Crash concentration in the proposed projects limits
 - d. Existing condition and character of proposed work
 - e. Factors to determine the future increased traffic volume anticipated to cause crashes (if applicable)
 - f. Ability to deliver a construction package for obligation within this fiscal year
 - g. Completion of the attached Safety Program Worksheet
5. At a minimum, the suggested format for project consideration is an engineering report that clearly identifies the route, project termini, existing and proposed cross sections, estimated project cost and each of the criteria listed above. A map must be included with the report which clearly identifies the location of the proposed project. Pictures, graphics, preliminary plans, etc., included in your engineering report can also be used as supporting evidence and are encouraged.
6. If there are any social, economic and environmental impacts within the project limits, all impacts must be mitigated before federal funds can be appropriated and obligated. Project applications which have significant negative responses from the public or controversial and may require an environmental assessment will not be considered until all outstanding issues have been resolved.
7. The Local Agency must be willing to submit a project evaluation form to show the effectiveness of the project after 3 years of data are available after project construction.

Mr. John D. Niemela and Mr. Joseph A. Fivas
Page 4
December 5, 2006

Once projects are selected, local agencies within MPO areas must coordinate with their MPO to ensure inclusion of their project in the area's TIP. Those agencies that are part of a rural task force should notify their members that they are applying for these funds. Rural task force approval is not necessary. Local Agency Programs will coordinate with MDOT Planning to ensure these projects are included in the STIP. Each application is evaluated based on the criteria listed above on a project by project basis and funding availability. If an agency submits multiple projects, a prioritized list must be submitted for consideration.

Local Agencies are to submit eligible projects and supporting information to the following:

Mr. Jim D'Lamater, P.E., Safety Engineer
Design Division, Local Agency Programs Unit
425 W. Ottawa Street, P.O. Box 30050
Lansing, Michigan 48909-7550

Depending upon funding availability and project selection, announcements will be made as soon as possible with notifications and project programming instructions sent to each of the local agencies. Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds.

If you have any questions, please feel free to contact Jim D'Lamater, P.E. at (517) 335-2224.

Sincerely,



Rudolph S. Cadena, P.E.
Local Agency Programs Engineer
Local Agency Programs

for Mark A. Van Port Fleet
Engineer of Design

Enclosure

cc: D. Morena, FHWA
M. Small, MDOT
D. Lighthizer, MDOT
M. Van Port Fleet, MDOT
J. Reinke, MDOT
C. Youngs, MDOT
TSC Managers and Region Engineers